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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MARCH 17, 1860.

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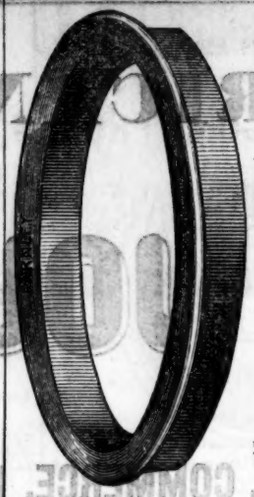

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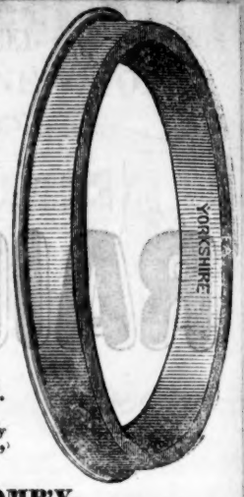

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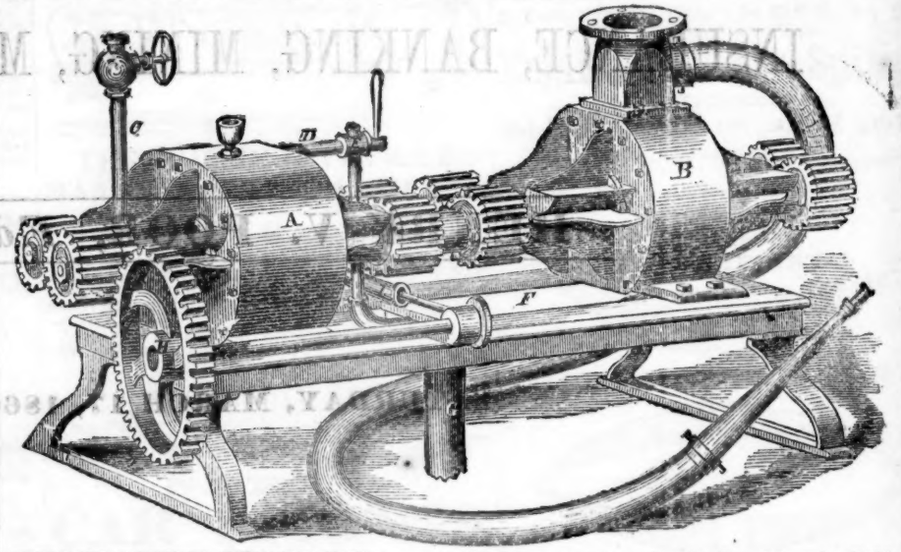

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 17, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 199.)

The estimated cost of the different parts of the bridge as classified by Mr. Ross and adopted in Mr. Stephenson's Report, dated November 3d, 1855, are as follows:

1st. The approaches and abutments..	£200,000
2nd. The masonry forming the piers..	800,000
3rd. The superstructure of wrought iron tubes, at £57 per foot....	400,000
Total cost.....	£1,400,000

The abutments are represented to contain 24,000 cubic yards each, measured solid, but as they are hollow, each containing 8 cells 24x48 feet sq., the actual quantity of masonry would be reduced to 12,000 cubic yards each, or 24,000 in both.

The embankments are 2,000 feet in length, averaging 30 feet high, and cannot contain more than 250,000 cubic yards.

A very large price per yard for these embankments would be 50 cents, but if it be put $1, the sum total would be £50,000 sterling, which, deducted from the estimate of the aggregate cost of approaches and abutments, viz, £200,000, leaves £150,000 as the cost of the latter, at the rate of £6 5s stg., or $31.25 per cubic yard.

Now it is quite difficult to understand the necessity for such immense structures as these. They, certainly, are anything but ornamental. Instead of adding to the architectural beauty of the bridge or to its appearance of massiveness, the effect is quite the reverse; for the tube, by starting out of the middle of such huge excrescences, is so attenuated in appearance as to look meagre and tame.

American engineers have been at a loss to understand the necessity for any *more* masonry in one of the abutments than there is in one of the *piers*, except an addition sufficient for the ordinary wings necessary to connect with the embankment.

The quantity of masonry in the piers is represented to average 2,500 cubic yards, each, except the centre piers which contain 3,700 yards, each.

It may fairly be assumed that the piers of the first spans from the abutments do not contain more than 2,000 yards each; for the water is shoal and the difference in height above water between those nearest the abutments, and those of the centre span, is about 22 feet.

If therefore a pier of 2,000 yards will stand at a distance of 242 feet out from the end of the embankments, it is not hazardous to assume that it would stand in *a less exposed position* immediately at the *end* of the embankment. With an addition of 1,000 yards for wings, the amount of masonry actually necessary in one of these abutments was 3,000 yards, or 6,000 in both. The saving would have been 18,000 yards which at the rate of £6 5s sterling per yard, would amount to £112,500. From this saving, however must be deducted the cost of 550 additional feet of embankment—say 60,000 yards at $1, or £12,000 sterling, making the actual saving £100,500.

Among the many incomprehensible things connected with this bridge, the abutments are the most *in*comprehensible. It may be said that consideration should be given to the machinery or plant necessary to do the work, and that the cost of these preparations should be first deducted from the gross amount before the saving can be correctly estimated. But when we consider that the preparations which the American process would render *necessary* for laying 6,000 yards of masonry in such a location as these abutments are in, with only two or three feet of water, would consist of not more than a half dozen powerful derricks, costing not more than $500 each at a large price—this allowance would not very seriously affect the result.

Mr. Ross in his report to Mr. Stephenson, dated November 30th, 1855, says, in relation to these abutments—"These, it appears, are considered unnecessarily large and more *costly than the tubes;* and it is suggested that they may be reduced by making openings in, or by *shortening them.* These abutments are not in reality what they appear to be on paper, a solid mass of masonry. They are *hollow*, each having 8 openings, or cells, 48 feet in length and 24 feet in width." "The idea of introducing any other description into the abutments than those described is altogether inadmissable; passages through them, where ice could accumulate would insure their inevitable destruction upon the first hydraulic pressure they had to encounter." Now I submit that Mr. Ross here entirely avoids the question, and simply compares his hollow abutments, 242 ft. long, with abutments of the same length, having openings entirely through them. He wholly avoids the question whether *shorter* abutments would not answer, or whether tubes could not have been substituted in place of his abutments, at a great saving of cost, and puts in his, *ipse dixit*, unsupported by a single argument, "that any other description of structure would be inadmissible." I agree with Mr. Ross, that to have constructed his abutments with openings through them would, perhaps, have involved a risk, for the reasons he states, but it by no means follows that his embankments might not have been continued out to abutments similar in their dimensions to the piers, making the saving in the cost which I estimate, or if from some peculiar phenomena of the river, the particular space occupied by these abutments is subject to greater risks than any other part of the site, (which if it be so, is only known to Mr. Ross,) it by no means follows that these spaces might not have been occupied by another span of tubes. In this case, the structure would have required two more piers containing

4,000 yards of masonry, two abutments containing 6,000 yards of masonry, and two additional tubes of 242 feet in length each.

The estimate of cost of these according to the classification of values adopted would have been:

10,000 yards masonry, at £6 5s.	£62,500
484 feet tubes, £57	27,584
Total.....	£90,084
Cost of the abutments	150,000
Saving.....	£59,916

Upon these points Mr. Ross says not a word.

Mr. Ross says in the report referred to, "that upon paper the length of the abutments might seem unnecessary and greatly in excess" "You will recollect that the bridge is approached by an embankment 1,200 feet in length from the north shore, and from the south shore, 800 feet in length; the river being narrowed to this extent thereby. The waters thus far embayed have now to find their way through the bridge, and the current overcharged with ice, sweeping its way along the front of the embankment, attains ere reaching it, *a velocity which nothing but the most substantial masonry could resist.*"

It will be recollected that on the 17th of December last on the occasion of the opening of the bridge for traffic, a party of guests were entertained at a banquet in one of these abutments. In the course of the mutual congratulations consequent upon such an event, and in proposing a toast to Messrs. Peto, Brassey & Betts, (the contractors,) Mr. Bruce is reported to have remarked as follows:

"I remember some time ago, when in India, reading a report of a speech which was delivered by Mr. Stephenson, here in Canada, in which he spoke of a certain class of men whose experience, whose talent, and whose skill left to the engineers nothing but the *poetry* of engineering." "And if ever there was a company who by their experience, by their skill, by their capital, and by their enterprise left to the engineers who employed them nothing but the poetry of engineering, it is that of Messrs. Peto, Brassey & Betts." Now I charitably assume that the last quotation from Mr. Ross's report to Mr. Stephenson was some of the *poetry of engineering* here referred to, that being all, according to Mr. Bruce, that there seems to have been left for Mr. Ross to attend to.

According to Mr. Ross's statement to Mr. Stephenson, this is the most marvelous phenomenon of the ice movement, which has yet been discovered; viz. that the current overcharged with ice should sweep along 950 feet in length of this embankment sloped simply with loose stone, without fear of injury to it, and precisely 242 feet from the end it should accumulate such resistless *velocity* as to require such a mountain of massive masonry to withstand it. If this be true, and such a velocity is attained as is here represented, it is difficult to see how the first pier containing only 2,000 yards of masonry could stand up with such a current thrown almost directly against its side, and is the strongest argument that could be used in favor of substituting another span in place of the abutments in order to *let the ice escape before attaining such velocity.* But it is not the case to the extent here represented.

There is a current setting along the upper slope of the embankments seeking its outlet through the first opening of the bridge, but it is not by any means swift, nor is it of a depth to float ice of sufficient thickness to create the slightest fear of its effect on the abutment.

Whenever the water at these points becomes deep enough to float and carry with it any large masses of ice, it is produced by *back* water, created by jams of ice *damming the river below*, and hence has less rapidity than when shoal.

With regard to this question of depth at these points, I will quote Mr. Stephenson himself. "These embankments are being constructed in a very solid and durable manner, and from their extending along that portion of the river *only* where the depth at summer level is *not more than 2 feet 6 inches* the navigation is not interrupted. * * * * * * * Advantage has been taken of *the shallow depth* of water in constructing the abutments which are 242 feet in length and consist of masonry of the same description as that in the piers, and from their being constructed in *such shallow depth* of water, their foundations do not require any *extraordinary* means for their construction."

Mr. Keefer says in relation to this point, page 37, of his report:

"The real difficulty with the St. Lawrence opposite point St. Charles, (the site of the bridge), the point where a jam is most feared, *seems to be a superabundance of room.* The great breath of the river, and the *diminished current when the water is high, permit the ice to ground on these shoals;* whereas if the channel were confined somewhat as it is in summer, the water would maintain its passage as it does at *the head of every rapid* in the St. Lawrence and the Ottawa."

In Mr. Liddell's reply to Mr. Ross' report he says: "As the embankments in question are only in from one to 3½ feet of water, and as the rising of the water is caused by its being *dammed back* by the ice barrier below; and as the ice is said to ground on all this expanse of shoal, I cannot understand how this current overcharged with ice sweeping its way along the front of the embankment, can attain any such velocity. * * * * The substantial masonry, it would then appear, might be confined to the *face* of the abutment and a short wing wall * * * Moreover as the embankments and abutments are at right angles to the stream, and formed so as to allow the ice to slide up them, it is quite evident that it is only where the ice gets into the current passing *through* the bridge that it can have any such action as Mr. Ross speculates upon, and so, it appears to me, that an exaggerated notion of probable effects has led to great extravagance in works to provide against them."

Mr. Brunel in his report of November 30, 1855, says in relation to a modification of the dimensions of the masonry in the piers, "I would carry out the same principle of *reduction in the abutments.* * * * If all of these reductions can be effected, I think that, notwithstanding the progress already made on the south side, a saving of £60,000 or £70,000 might possibly be made."

In this connection it may be well to give further extracts from Mr. Keefer's admirable description of the *ice* phenomena of the St. Lawrence, not only from their bearing upon the particular point I am discussing, but as a matter of general interest. In order that his description may be readily understood by those not familiar with the localities mentioned, I may premise that the river opposite the *lower* part of the city of Montreal is contracted by St. Helen's Island into a deep channel of less than half a mile in width.

This channel is known as the current *St. Marys.* Immediately above the city, the river widens to about 2 miles,—this being the distance across from St. Lambert to point St. Charles. It is quite shoal at this point and somewhat rapid, but not enough so to prevent steamers from ascending into the Laprairie basin immediately above. This shoal is called the *Sault Normand*, and has but one navigable channel near the centre of the river. It is over this *Sault* that the Victoria bridge is constructed. The total fall from the level of the Laprairie basin at the head of the Sault Normand, to the foot of the current St. Mary is about 8½ feet in a distance of about 4 miles.

The current through the channel of this Sault is about 4½ miles per hour, or about the same as the Thames at London at half ebb.

The Laprairie basin extends to the foot of the Lachine rapids. Above these rapids, at a distance of about 10 miles from Montreal, the river expands into the great basin known as *Lake St. Louis.* This extends to the rapids of the *Cascades*, or to a series of rapids known as the Cascades, the Cedars, and the Coteau, which extend to Lake St. Francis. The fall between this Lake and Lake St. Louis is about 83 feet, and the fall from the latter to the Laprairie basin is about 40 feet. The harbor of Montreal, which is the head of ship navigation and the terminal outlet of the canals, is between the foot of the Sault Normand and the head of the current St. Mary. The north shore terminus of the bridge is about one mile above.

In speaking of the formation of the ice dams and the inundations, Mr. Keefer says: "It must be borne in mind that this inundation is in no way connected with floods or freshets, induced by a greater flow of water in the river than usual. On the contrary, it occurs at a time when the discharge of the St. Lawrence *is a minimum*, when the surface drainage and all the streamlets are cut off by frosts. The length of river which sends down the ice for the formation of these dams, is about 50 miles, extending from Montreal to Lake St. Francis. This lake being comparatively deep, (and therefore sluggish,) is frozen over early, and arrests the ice which descends from Prescott and the intermediate islands, another stretch of about fifty miles of river. Cornwall therefore presents phenomena similar to Montreal. The great distance, numerous islands, the strong currents and rapids between Prescott and Cornwall, send down inordinate quantities of ice, which, being arrested by the solid crust over Lake St. Francis, 'flashes' the river opposite Cornwall. In like manner, the current, the rapids of the Coteau, Cedars, Cascades, and the Sault St. Louis and Normand, bring down the 'manufacture' of fifty miles of river to be arrested between Montreal and Longue Point. The shallow expanses of Lake St. Louis and Laprairie basin, are of no value in arresting the ice on account of their strong currents. The river 'takes' *here at Montreal, because by the rise of the water the current is slackened, and the floating ice from above is arrested by the ice bridge below,*

without current enough to force it under—like logs in a boom; whereas the level of Lake St. Louis is not altered, but a certain time and degree of cold is necessary to enable the *bordages* to encroach upon its strong current. If the early part of the winter be mild, or changeable, or accompanied by much wind, these bordages may be broken off repeatedly by the swell before they are closed; but if the winter sets in, as in December, 1851, with uninterrupted severity, this lake is closed sooner, less ice descends, and a diminished rise of water, is the result at Montreal. This explains the apparent anomaly of greater inundations in open winters, and less in severe ones, *i. e.* from the damming back of the waters by ice. The Laprairie basin is so very *shallow that it is not frozen over until its depth is increased about ten feet, by the action of ice dams below.*

"The natural inference from the foregoing is that if the bordage can be retained *in situ*, and the 'taking' over of Laprairie basin, thereby be expedited, a very great portion of the supply furnished for the ice dams below would be cut off and their intensity be thereby diminished. From the foregoing reasons it seems pretty evident that the intensity of the ice phenomena at Montreal is due to the *great area of open water which exists until January above the city, to the absence of natural features above the Town* for arresting and detaining the ice formed within the area of Laprairie basin—and to the existence of *such arresting features below and opposite* the city. * * * Inasmuch as the natural bridges of ice wherever found have the effect of arresting its further descent, which descent is the cause of the grand movement described, and of the winter inundations, it appears to me that an artificial bridge in as far as it will aid in arresting descending ice, retain *in situ* the bordages, elevate the level of the water, thereby diminishing the current, and expedite the closing of the river above, *will unquestionably tend to diminish, rather than increase, the intensity of the ice phenomena* at Montreal.

(To be continued.)

New Orleans, Opelousas and Great Western Railroad.

The gross earnings of this road for the year ending December 31, 1859, was as follows:

From Passengers	$127,263 00
" Mails	16,000 00
" Express	5,323 76
" Outward freight	80,238 81
" Inward "	141,137 11
	$370,062 68

The gross earnings compared with those of the previous years are as follows:

	1856.	1857.	1858.	1859.
January	$16,095	$18,068	$33,250	$41,432
February	20,569	22,705	30,386	32,505
March	15,604	15,804	32,629	30,246
April	18,393	22,461		25,144
May	14,520	23,340		9,894
June	12,788	19,345		15,828
July	15,687	20,989	39,631	21,215
August	14,705	22,872		23,115
September	18,816	24,331		27,992
October	18,650	30,766		37,268
November	18,857	28,230	40,963	48,658
December	21,682	35,268	48,719	56,767
	$206,365	$284,178	$225,577	$370,062

It will be perceived that the earnings for the year show a gradual increase, notwithstanding a total suspension of the freight business on account of a crevasse, for nearly two months, during a portion of the season usually most remunerative. But for this interruption, the earnings would have undoubtedly reached $450,000. Being unable to close the crevasse, the attention of the company was turned to the track, three miles of which was raised from six inches to two feet, upon crib work, which has since been filled up. This, it is thought, will secure the road in future against the effects of any similar accident.

A new bridge has been built over the Bayou des Allemands, the old one having become unsafe.

The cross-ties not being in proportion to the width of the track, others of a much larger size and double the width of the track have been introduced, which has greatly improved the road, rendering it smoother, more permanent, and of easier drainage.

Operations have been commenced at New Iberia, in the construction of the road between that place and Opelousas, and some five or six miles of roadway have been graded. The Board have determined to push the work through to its terminus on the Sabine river as rapidly as possible. With the exception of about four miles of swamp near to Berwick's Bay, the whole line from New Iberia to the Sabine, traverses a country highly dry, gently undulating, and remarkably favorable for cheap construction. The distance to be built is 178 miles—making the total length of road when completed, 258 miles. The last 67 miles passes through the pine forests.

At Pine Prairie, 110 miles from the Bay, the line makes its nearest approach to the valley of Red River. From Pine Prairie a branch road of 20 miles will connect this road with the Falls of Red River at Alexandria, and bring New Orleans, within 226 miles, or ten hours travel of that most important section of the State.

In reference to the financial condition of the company, the report says:

We stated in our last report, that the bonds issued in June, 1857, would be canceled, and a new issue made payable in thirty years. This was effected on the 1st of April last, and about 100 bonds sold, when the war in Europe put an end to negotiations. The total number of bonds sold to 31st December, 1859, was 340.

For some years past we have had a loan of $25,000, on a mortgage of our Gretna property, which we have now determined to sell, reserving sufficient for all business purposes, and paying off the debt.

The float debt, which is exclusive of the above loan, and another on pledge of United States Post Office Department certificates, ($32,000) is being rapidly reduced.

The floating debt of the company, Dec, 31, 1855, was $646,000; Dec. 31, 1856, it was $615,000; Dec. 31, 1857, $723,000; Dec. 31, 1858, $493,000; Dec. 31, 1856, $309,000; and at the date of the report, January 23, 1860, it was $268,000. This was to have been materially reduced in February, and it is the desire of the company to have it entirely paid off. This done, there will remain resources from the sale of bonds and other assets, sufficient to complete the road to Opelousas.

In the appendix to the report, full information is given respecting the bonds of the company, acts of mortgage, act establishing a sinking fund, and another providing for punctual payment of the interest, semi-annually, at the Louisiana State Bank. Also, an estimate of the cost of continuing the road to Opelousas, and thence to Texas, &c., showing that with the proceeds of the sales of the lands donated by Congress, the road can be built to the Sabine, and the bonds paid from the earnings. In which case the road, 258 miles in length, worth at a low valuation (with equipments) 6½ millions, will be the property of the stockholders free of encumbrance.

The total capital fixed by the charter is $6,000,000, distributed thus:

State, payable in proportion to actual payment by other subscribers	$1,200,000
City, paid in bonds	1,500,000
Individual subscription and tax stock	3,300 000
	$6,000,000

But as the city and individual payment will not exceed $2,800,000, the State cannot be called upon for over $700,000, unless new subscriptions shall be given; and the total capital of this company, fixed at $6,000,000, will actually be only about $3,500,000; and will be held thus:

State, 28,000 shares amounting to	$700,000
City, 60,000 " "	1,500,000
Indiv'l 52,000 " "	1,300,000
	$3,500,000

The lands donated by Congress will, it is estimated, produce some two or three millions, and with this aid a road worth six and a half millions, may be completed and become the property of the State, city and individual stockholders, to whom the cost will have been only $3,500,000. The prospective value of stock may be estimated from this statement, depending, however, upon a speedy construction of the road, without interruption, to Opelousas, (by which the revenue will be greatly increased,) and thence to the Sabine, with funds to be obtained from sales of a portion of the donated lands, of which some 86,000 acres will be secured on reaching Opelousas, and which are in great request, at prices fully sustaining the estimate made of their value.

Condensed Balance Sheet, Dec. 31, 1859.

RECEIPTS.

Private stock	$665,592 77
City, New Orleans Tax	178,534 62
Parish Orleans, Right Bank	47,976 57
Parish St. Mary Tax	120,941 03
Parish St. Landry Tax	31,867 39
Parish Lafayette Tax	14,077 74
New Orleans subscription, in bonds	1,500,000 00
State of Louisiana, in bonds	631,000 00
Earnings from commencement	1,226,092 91
Company bonds	353,849 86
	$5,109,932 89

EXPENDITURES.

Right of way	$12,900 15
Expenses	192,724 38
Discount and interest	700,861 21
Depots and stations	235,443 51
Bridges	104,699 44
Construction First Grand Division	2,321,837 56
" Second " "	10,064 70
" Third " "	15,505 27
Machinery	22,700 12
Rolling stock	420,712 82
Maintenance of way	374,706 54
Transportation expenses	549,183 18
Public lands	3,171 88
Steamboats and barges	29,385 92
Gretna property	40 861 52
Lands on Bayou Cocodrie	1,527 00
Cash and cash items	73,647 14
	$5,109,932 89

Accompanying the report is a very fine map of Western Louisiana and Texas prepared by G. W. R. BAYLEY, Esq., the eminent Chief Engineer of

the Company, which exhibits in full the systems of railroads built or in progress in the respective States.

The office of the company is at New Orleans. The officers for 1860 are—

President—WILLIAM G. HEWES.
Treasurer—BENJAMIN F. FLANDERS.
Vice President—A. B. SEGER.
Chief Engineer—G. W. R. BAYLEY.

European and North-American Railway of New Brunswick.

We are in the receipt of the annual reports of the Chief Commissioner, Chief Engineer and Superintendent, of this railway for the year 1859. In the *Railroad Journal* of March 12th, 1859, will be found a review of the operations for the previous year. A comparison of that, with the present report shows the following statement:—

Up to end of year.	Total expenditures.	Total estimat. cost.	Estimated am't to complete.
1858....	$2,100,656	$3,711,904	$1,611,548
1859....	3,417,383	4,268,689	851,306

	Miles completed and in operation.	Miles in progress.	Total length.
1858....	29.90	78.28	108.18
1859....	64.30	43.88	108.18

It will be seen that although, at the beginning of the year 1859, the estimated cost of completion was $1,611,548, and during the year the expenditures have reached $1,317,027, the road still requires $851,306 of expenditure to finish it. The present estimated cost complete exceeds the cost estimated in the report of 1858 about $556,000 or 15 per cent. The work has progressed so far that these figures are published with confidence. The increase of cost is accounted for by the fact that the original lettings were—for the sake of expediting the work—made upon incomplete surveys covering some of the heaviest work upon the line. Upon looking over the report of 1858, it will be observed, that the whole line had been located under the original contract with Jackson & Co. which included the engineering. As a matter of course, the alignment and grades as well as the contemplated masonry structures were such as would very naturally be designed under such a contract. The line was made quite sinuous, for the purpose of avoiding heavy cuttings and embankments, and hence the masonry of bridges and culverts was light.

When this contract was canceled and the line passed into the hands of the Government, it was deemed expedient to change the greater portion, with a view of straightening the alignment and shortening the distance. By these changes, the curvature was reduced 1,728°, and the actual length 2⅔ miles. The minimum radius of curvature was changed from 1,584 to 2,865 feet, while the maximum was increased from 5,280 to 12,278. These various changes extending over almost the entire line involved the necessity of executing a large amount of engineering in a very short time, and consequently a considerable portion of the work was let before these new surveys were complete, the estimates for which were based upon the original surveys. Mr. A. L. Light, the engineer, refers to this in his report for 1858. In speaking of the Lakefield division among others, he says:—"From the limited time allowed in preparing the plans of construction of this division and from the absence of that knowledge, that more definite surveys could alone supply, and from the fact that, at this time, the engineering staff was far from complete, some of Mr. Giles (Jackson & Co.'s Engineer) general plans were adopted in order to save time."

A new system of letting the contracts was adopted by the Government, viz., in lump sums for each section, rendering it necessary as is quite evident, for every detailed plan to be determined in advance and thus depriving the engineer of the advantage of perfecting his plans as the work progressed and his judgment as to the necessities of each particular case had been perfected by a more intimate knowledge of the localities.

One of the peculiarities of this climate, as Mr. Light says, is the sudden alteration from frost to thaws and rains. In order that the work should be let for lump sums understandingly and upon proper plans, Mr. Light says that the summer season should be devoted to perfecting the locations and a winter and spring devoted to observing the fall of rain and effect of freshets. From an insufficiency of time to ascertain exactly what was required, the estimates were based upon plans of bridges and culverts, which subsequent observations in the winter and spring proved would be insufficient in size to carry off the water, and that the quality of the masonry also, although it might have answered the purpose, was below what a due regard to the safety and permanency of the road was deemed to require.

The freshets of the last and preceding winters demonstrated the necessity of larger openings for the water courses than had been previously thought necessary. The whole line, Mr. Light says, from Passedeag to Sussex, runs along a range of hills from which the water comes with sudden flushes, and on this account requires frequent openings through the road. So, with the line from Moncton to Salisbury which passes a range of table lands cut up by ravines drawing water from an extensive range of hills.

These ravines, at the time of the surveys, had but little water in them, but subsequent experience and observation justified double the amount of masonry first contemplated, and of a more permanent and solid character. Such full and elaborate surveys, however, as would have given an entire knowledge of every possible element of cost would have postponed the letting of the contracts and it cannot be seen that it would have resulted in anything better than a more thorough anticipation of the amount to be expended without, in the least, affecting the actual result.

Again, in exercising the strictest economy in the estimates in accordance with the requirements of the Commissioners, several of the grades were left up to the maximum, and when the remainder of the road was located, these grades being found confined within the limits of a few miles, and exceptional only, it was deemed ultimate economy to reduce them, as they limited the capacity of the whole line. This has been done, but, of course, at an increase of cost.

The experience of every railway company under the operation of lump contracts proves, that, unless they are based on the most perfect and complete locations and upon detailed plans of every structure required, they are no more a criterion for estimates of ultimate cost than the most crude and superficial survey. Indeed, they are rather the cause of an increase; for extra claims are with contractors the rule rather than an exception, and a change of the character of the works, even if it be lessened in cost, is in nine times out of ten the basis of a claim of damages.

It is next to impossible, even with the most elaborate surveys, and with ample time for observation of the water courses and drainage of the country, for the engineer to foresee every contingency. They can only be developed by the progress of the work, and besides, as a rule, railway companies appreciate so little the importance of thorough examinations that they are unwilling to incur the expense of inquiry. Hence it is the case without exception, that the final cost in all such works exceeds the original estimates.

In this instance, however, the excess in its amount is trivial compared with the majority of cases and the causes are plainly and satisfactorily accounted for. A few examples are given in the following table:—

Name of Road.	Original estimate.	Actual cost when opened.	Per cent. of cost over estimate.
Atlantic & St.Lawr'e..	$3,000,000	$5,000,000	66
N. Y. and Erie..... ..	10,000,000	27,000,000	170
Grand Trunk.....	38,000,000	60,000,000	60
Hudson River	6,000,000	10,000,000	67

It is satisfactory to know that the increase of 15 per cent. in this case, has not been wasted in commissions and discounts and depreciation of securities, without benefitting the work, but has been judiciously expended in making a thorough and permanent road. The finished cost, as now estimated, is at the rate of less than $40,000 per mile, including buildings, wharves, right of way, lands and equipment; which, considering the features of the country, and the character of the work executed, is not a high figure.

The westerly end of the road has been in operation 9 miles, since the 1st of June, 1858, but was opened to Sussex, 44 miles, on the 10th November last. From the Superintendent's report we gather the following: The total receipts for Nov. and Dec., 1859, and Jan., 1860, on this distance, were $15,192.

The easterly end of the line, at Shediac, has been in operation for a length of about 21 miles, since the 20th of August, 1857.

The receipts for the year ending 31st Oct., 1859, on this distance, were $8,809.

The total receipts for the year on all the road in operation, viz: 21 miles at the easterly end, and 9 miles at the westerly end, increased to 23 miles on the 10th of June, are as follows:

110,581 passengers....	$23,216
Freight.....	11,692
Hire of locomotives and cars.....	23,992
Wharfage, storage, &c.....	288
	$59,188
The total expenses were....	36,008
Net receipts....	$23,180

The whole cost of maintenance of way and

buildings is but $2,910—or about 8 per cent. of the expenses. This is an evidence of the very thorough manner in which the road is constructed. The repairs of road and buildings, not including renewals of iron, on the N. Y. & E. R. R., the N. Y. Central and the Hudson River Roads respectively were, for the year 1858, 25, 21, and 22 per cent. of the total cost of operation.

The statements from which the above figures are deduced, are full and systematic, giving each item of expenditure per mile run, and the result may be considered as remarkably satisfactory, considering the yet unfinished state of the road. The whole line will be opened for traffic in July, and the above results warrant most favorable anticipations of the traffic, when these isolated portions shall have been connected.

Journal of Railroad Law.

STOCKHOLDERS: RIGHTS OF ALL TO DIVIDENDS, CHANGING BONDS INTO STOCK.

The custom of surrendering up the bonds of a Railroad corporation, and receiving an equivalent amount in the stock of the company is unquestionably an advantageous arrangement to all parties. But the best arrangements will often give rise to difficulty and law suits. The case of Jones *vs.* Terre Haute and Richmond R. R. Co. is one of these cases, and we think it important to all interested in the bonds or stock of Railroad Companies.

The plaintiff was the owner of four bonds issued by the defendants, a corporation chartered by the State of Indiana, for $1,000 each. These bonds contained a clause by which the defendants agreed to transfer to the holder thereof, at any time before the same fell due, whenever the holder should elect to receive the same, on delivery of such bond and of the unpaid coupons to the treasurer of the company at Terre Haute, an equal amount at par in the shares of the capital stock of said company in exchange for such bonds. The charter of the company provided that semi-annual dividends of so much of the profits as the directors should deem expedient, should be made on the first Mondays of December and July, unless the directors should fix on a different day, and pay the stockholders as soon thereafter as they could with convenience. On the 26th of November, 1856, the plaintiff mailed his bonds, with the unpaid coupons, to the secretary of the defendants, with a demand inclosed, requesting to have the same converted into capital stock, according to the condition in the bond. Such letter reached the Post office in Terre Haute on the 30th November. The defendants did not take the letter from the Post office on that day, and it was not actually received by the defendants until the 3d of December. On that day the Secretary informed the plaintiff that his bonds were received too late for the stock to be entitled to a dividend for the six months ending November 30th. On the 16th December, the Secretary sent to the plaintiff a certificate of stock, dated the 3d December, and a check for interest up to 1st December, being three months' interest, on the bond, or one-half of the amount of the coupon first coming due. This check the plaintiff returned.

On the 15th January the directors passed a resolution ordering that the fiscal year thereafter terminate on the 30th November, and that dividends be declared on the business of the board for six months, ending 31st May and 30th November. The stock and transfer books were closed on the 30th of November, and continued closed fifteen days, and were opened on the 16th of December. On the 17th of December, the defendants declared a dividend as follows:

"Ordered that a dividend of seven per cent. be declared, out of the surplus earnings of the road, ending November 30, payable January 6th." It also further ordered that a stock dividend of twenty per cent. payable in stock and charged to the surplus account be paid to the holders of stock, at the close of the fiscal year, November 30th. The plaintiff demanded the cash dividend and stock dividend, both of which were refused, and he brought this action to recover the same.

The cause was tried before a justice, without a jury, who found as a matter of law, that the issue of stock to the plaintiff did not entitle him to a share of the dividend declared on the 17th of December, nor to any damages against the defendants for non-payment, and that the terms of the resolution did not give the plaintiff any right to said dividend, or any part thereof, or any damages for non-payment thereof. To these rulings the plaintiff excepted and appealed to the general term of the Supreme Court. The opinion of the court is as follows:—

INGRAHAM, J.—It must be conceded that before making the dividend on the 17th of December, the plaintiff had, by the act of the company, been admitted a stockholder, of the date of the 3d December, and even if his rights did not attach until such certificate was actually issued, the issue of it on the 16th December, and placing it that day in the Post office, was an issue to him of the stock at that time and entitled him to all the rights of a stockholder.

Had the corporation declared a dividend while the books were closed, and before the plaintiff was admitted on the books to be a stockholder, by the issue to him of the stock, it might have become necessary for him to enquire whether the arrival of the plaintiff's letter at Terre Haute, on the 30th November, in the Post office, gave him any right to be deemed a stockholder as of that day. The condition of the bond was that the same should be presented to the treasurer at Terre Haute. This condition was not complied with by sending a letter to the secretary, which was not received by him until a subsequent date, and gave the plaintiff no right to be deemed a stockholder. If it had been shown that application for letters on that day was purposely avoided, another question might arise on this branch of the case which it is not necessary now to discuss.

Prima facie, all stockholders, at any particular period, are equally interested in the property and business of a corporation. They assume the same liabilities, are entitled to the same rights, and are equally owners of the property. When, therefore, the directors undertake to distribute among the stockholders any portion of the funds or property of a corporation—whether it be called profits or not—all the stockholders are entitled to an equal share in the fund, proportionate to their stock; whether they have been shareholders for a longer or a shorter period. Unless the charter gives the directors power to discriminate between the stockholders at different periods in the distribution of profits, they are all entitled to share therein. The designation of a fiscal year has nothing to do with the distribution of its proceeds, among the stockholders at the close thereof. It may be more properly referred to as the period for making up, on the books, annual accounts. If it limited the profits to those who held stock at that time, it would alike exclude stockholders who subsequently acquired stock from any surplus remaining after the dividend was declared, as it would form a participation in the dividend then made. But it is not even necessary for the purposes of this appeal to invoke the aid of these principles. By the terms of the resolution itself, the 7 per cent. dividend was declared to be a dividend of seven per cent. out of the surplus earnings of the road, ending November 30th, payable January 6th. It was not limited as the stock dividend was, to those who held stock at the close of the fiscal year. It was unlimited. Who were then entitled to it? The stockholders. Who were they? All who held stock, when the resolution was passed on the 17th December. The plaintiff was at that time a stockholder, by the voluntary act of the defendants.

As such he was entitled to a dividend on his stock, under this resolution, just as much as were the other stockholders. Any other rule would give to the officers of a company a discretionary power as to whom they could pay dividends to. They must pay to the persons holding stock on the books of the company. If the directors making the dividend, do not limit the period, the officers have no right to do so, and their only guide is the stock book to ascertain the parties entitled thereto at the date when the dividend is declared. As the plaintiff was a stockholder on the books of the company at the time the dividend was declared, he was entitled to the cash dividend under the resolution as passed by the board of directors on the 17th December, 1856.

I do not mean to be understood as applying these rules to a case where the dividend is declared before the books are opened. There the officers must be governed by the books as they existed at the time they were closed and the distribution be made accordingly.

The views above expressed dispose of this appeal and render a new trial necessary. It is, therefore, not requisite that we should examine the other question in the case, viz, whether a board of directors, in making a dividend, can limit it to persons holding stock at any given time, to the exclusion of others who subsequently acquire stock. The question is not free from difficulty, and I am inclined to the opinion that the board of directors had no power thus to diminish the value of the stock. But we refrain from expressing any further opinion thereon, at the present time.

The appeal was, therefore decided in favor of the plaintiff.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending March 13, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	7s—	and int.
" " " 2d "	7s—66	"
Ohio & Miss., E. D., Construction	7s—20	
Cinc., Ham. and Dayton, 2d Mortgage	7s—84	"
" " " 1st "	7s—93	"
Indianap. & Cincinnati, do. do.	7s—75	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 67½
Columbus and Xenia	83
Indianapolis & Cincinnati	39
Little Miami	83½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '58	30.3	—	.....	58.1	2	2	19	*Ala. and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '58	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	.....
30 Jun. '58	57.0	—	.....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	...	...	...	...	57.0	.....	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	.....
28 Feb. '58	88.5	28.4	.....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '54	—	—	—	295.8	—	—	—	*North E. st and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	...	...	...	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	...	...	...	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	...	...	...	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	—	...	...	...	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	...	...	...	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	.....	—	.....
30 Nov. '58	14.3	—	.....	—	...	...	...	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	.....	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	...	...	...	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	—	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,800	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	...	...	...	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839 6 4	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	...	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	375,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	...	...	...	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	50
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	....	.....
-- -- '58	138.0	—	.....	75.0	...	...	...	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	64
10 Nov. '58	33.2	—	.....	—	...	...	...	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	59
-- -- '57	175.0	—	.....	—	...	...	...	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61½
-- -- --	—	—	—	81.5	...	...	...	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	.....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	...	...	...	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	...	...	...	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	...	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	39
31 Dec. '58	84.0	—	.....	—	...	...	...	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	...	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	...	...	...	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	...	...	...	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	...	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	...	...	...	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	...	...	...	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	...	...	...	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	...	...	...	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	5,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	...	...	...	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	...	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,907	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,635	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '59	21.0	—	.....	168.0	...	...	...	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	23.0	.....	.....	.....	.....	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	68½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	99
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	107½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	105½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	87
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	98
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....		298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope	r. by Ho	usston.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	12
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	110
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,068	144,270	—	.....
.. .. ..	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	39½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	8½
.. .. ..	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
.. ..	.....	.....	.....	.....	.....	.....	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,368	8	54½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	86
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,786	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
.. .. '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	124
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
0 Nov. '58	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	.....	.....	.....	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	198,241	96,020	5¼	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356			275,793		8,697							
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93,894	84,119	11,215		
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934			1,000,000	1,289,934			ope	r. by W	estern.		6	
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405		804,648	662,500	52,570		37.5	34,424	60,524	32,413		
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000			14.8	16,530	23,554	9,204	5	
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736		1,913,000	1,049,000	172,378		87.8	356,145	814,116	359,609	6	
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542		687,000	426,000	7,042		34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000			ope	r. by N.	Y. & E.	24,000	7	
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls								ope	r. by Re	celvers.			
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708			352,742	14,000	28,716	396,416						
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889			59,374	38,500	23,404		ope	r.b.B.N.	Y. & E.			
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	49,519	58,207	10,840	6	
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096	—	39½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	73
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	9
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079			1,494,000			121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875		35.9	69,759	109,152	60,829	8	
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382		663,077	818,500	180,138		75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573		610,000	140,000			46.2	89,380	208,223	33,946	3	
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539			555,450	150,000	30,417		18.4	32,980	37,280	18,590	2	
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025		—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*		300,000	86,500			ope	r.by Ren	s. & Sar.	30,150	2½	
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000	5,456		54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000			40,000									
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856			284,850	85,000			ope	r.by Lo	ng Isl.	37,560	9	
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*		1,200,130	1,500,000	59,418		81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887		568,297	797,500	231,083		27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073		275,000				ope	r. b.Hud	s. River.		6	
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114			30,000	680,000			ope	r. by oth	er Co's.		—	
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*		1,600,000	400,000			95.2	—	—	—	—	
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0	—	—	—	—	
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	67½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	89
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,289	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,352	646,057	15	110½
30 Nov. '58	101.0	102.5	....	—	42	....	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	5
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	20
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	83
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*		1,620,000	2,126,000			72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,466	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83½
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	.....	.....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	.....	.....
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*		3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300		1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,317	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	*		1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	.....	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	.....	.....
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997		3,155,820	2,787,000	377,518	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,855	2,231,617	—	76
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000		.....	250,000	50,000	.....	20.0	.....	1,637	.....	.....	.....
30 Sep. '59	17.3	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	.....	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	.....	.....
30 Nov. '59	147.4	5.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	41½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
Oct. '59	96.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '58	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '58	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '58	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '58	9.2	15.3	14.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
.. .. '59	55.0	—	.....	16.0	.....	.....	.....	Kenosha and Rockford	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	968,746	60,0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	133½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,709,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	93
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	60
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (R. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	89
Construction	4,115,000	6	1875	89
Free Land	3,000,000	7	1860	104
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	28
Unsecured (convertible)	2,443,000	7	1862	28
Sinking Fund	2,193,000	7	1875	28
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1863	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		79
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	346,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 17, 1860.

California Central Railroad.

The construction of railroads in this new State has commenced in earnest. Up to the present time, nearly, its people have been too much occupied by matters of pressing necessity, always incident to the occupation of a new country, to devote much time or thought to the improvement of means of intercommunication. The State has now increased so much in wealth and population that railways have come to be regarded as the most desirable acquisition—as a matter of absolute necessity, to give full effect and value to the vast resources of the State.

The routes for railroads in California are, in a singular degree, marked out by the topographical features of the State. That portion of it drained by the waters falling into the Bay of San Francisco is divided into two sections—one the great plain lying between the Sierra Nevada and the Coast Range, some 70 miles broad and 300 in length, and which constitutes the agricultural portions of the State; and the other the western slope of the Sierra, from which all the rivers descend, and which constitutes the *mining* districts. The great plain is traversable for railroad in any direction. The mountains admit only of short lines following up the water courses, which soon become too rapid and too closely enclosed between precipitous cliffs, to allow the further progress of these works.

The great bulk of the population, of course, is in the mining district. They produce $60,000,000 in gold annually. They are solely occupied in mining, from necessity as well as choice, their being little or no arable lands in the mountains. Everything they consume, consequently, they import. The amount of transportation which their wants create is enormous, and can hardly be estimated in communities where a greater degree of division of labor supplies to each district nearly everything consumed.

It was to meet these wants that the Sacramento Valley Railroad, a short line of about 22 miles, was constructed. It extends nearly east from the City of Sacramento, at right angles, to the foot hills. It consequently accommodates only one important point, which commands the trade of a portion of but one county, Eldorado, containing about 40,000 souls. Yet, with its short line and with the limited area from which it draws its trade, its earnings already equal those of the first class roads of the Eastern States, as will be seen by the following statement, covering the whole period since its opening:

	1856.	1857.	1858.	1859.
Earnings ..	$173,433	178,186	190,436	211,420
Expenses ..	87,483	87,463	80,885	92,300
Net.....	$85,950	90,723	109,551	119,120

It is at the eastern terminus of this road that the line of the California Central Railroad commences, whence it runs very nearly north to the important town of Marysville, on Feather river, a distance of about 40 miles, skirting in its course the foot hills of the Sierra, and crossing every few miles the great routes leading to the mines. The road, consequently, occupies the best route possible; one that can never be superseded or invaded by other lines. It will command the trade of the great mining counties of the State—Placer, Nevada, Yuba, Butte, Sierra, Plumas, Tehama, Shasta and Siskiyou; the road will serve as the route of trade and commerce for the whole northern and central portions of the State, embracing at least a population of 200,000, whose contributions to it cannot be less than $10 per head, annually.

This is, in fact, a very small estimate for a people whose whole commerce passes over one line—a people who are constantly moving, and the products of whose industry exceeds five times that of the same number in the Eastern States, and who readily pay prices, far beyond our ideas taken from Eastern roads.

The road traverses one of the best agricultural portions of the State. It also runs in the immediate vicinity of establishments that turn out 100,000,000 feet of lumber, annually, so that it must have an ample business from its local traffic alone, to say nothing of the mining population.

Good progress has been made in the construction of the Central road. All the more difficult portions of grading and bridging have been completed. The rails required for the whole line have been purchased, the larger portion of them being on the ground, and are being rapidly placed on the road. For the first division of 20 miles, all the materials for the track, in addition to the rails, are provided, and the whole road can now be completed within the time necessary to lay the track.

This road, though not constructed with such an object in view, as far as it goes, occupies the route for the future railroad across the continent. It is on the direct route to the newly discovered silver mines on the eastern slope of the Sierra, which bid fair to exceed in richness anything of the kind yet discovered. It is the portion of the Pacific road, extending from San Francisco to the eastern boundary of the State, that the people of California are proposing to construct, using the California Central for its whole length. There can be no doubt of the speedy commencement of this undertaking on their part. They are equal to the task of constructing a railroad through their own territory, and well understand the effect on the national councils of a vigorous demonstration on their part. There is no doubt that the State will, as soon as a proper plan is matured, lend its aid to an amount necessary to carry the road across the mountains, a distance of some 300 miles from San Francisco. Her credit is untarnished, and she can easily provide the means for the construction of her portion of the great national work.

Pennsylvania Railroad.

At the annual meeting of this company, held in Philadelphia, on the 5th inst., the following gentlemen were elected Directors for the ensuing year:

J. Edgar Thomson, Washington Butcher, William R. Thompson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengareen, Wistar Morris, G. W. Cass, William H. Smith, Pittsburg.

Florida Railroad.

The Florida Railroad Company have concluded a contract with Mr. W. Phelan, to complete the track laying to Cedar Keys. The contractor guarantees to have the track ready for the cars, to the Keys, by the 31st of May.

Houston (Texas) and New Orleans Railroad.

The New Orleans, Opelousas and Great Western Railroad is already completed and in operation from Algiers, opposite New Orleans, to Brashier, on Berwick's Bay, a distance of 80 miles; and the company are making preparations to extend it 85 miles farther, to New Iberia, in the Parish of St. Martin.

Parties in Texas are building a road from Houston to Madison, on the Sabine river, a distance of 101 miles. Upwards of 50 miles of this road are graded, and in readiness for the superstructure. The rails are laid for about 20 miles; a large force is at work upon it, the iron for the whole distance has been purchased, and much of it is upon the ground, and the work of laying the superstructure and rails is rapidly progressing. The iron is being laid between the Nuches and Trinity rivers, in the direction of Houston. The company have upon the road two locomotives and twenty-two construction cars, together with two steamers, engaged in carrying iron and other materials from the Sabine Pass up to the line of work. The ties for 50 miles are nearly, if not quite, prepared for laying. The contractors expect to have the whole road between Houston and the Sabine completed in all of this year, with the necessary equipments and appointments, forming a connection with a line of steamers running between the Sabine Pass and the Opelousas road at Berwick's Bay, shortening the Gulf navigation to about 120 miles, and the time between Houston and New Orleans about 24 hours.

A company has recently been formed in New Orleans for the purpose of building an extension of this road from Madison to a junction with the Opelousas road at New Iberia, a distance of 116 miles. The commissioners appointed to receive subscriptions to the capital stock of this company, met at New Orleans on the 26th January last, and opened books for that purpose. During two days that they were in session, $329,800 were subscribed, and five per cent. of the amount ($16,490) paid in cash. The act of the Legislature required, that when $25,000 were subscribed, the stockholders should immediately meet and choose a board of directors. In accordance with this requirement, the following gentlemen were elected: A. M. Gentry, C. M. Congreve and Wm Truesdale, of Texas; and R. W. Rayne and G. M. Shaw, of New Orleans. Subsequently, A. M. Gentry, Esq., was elected President, and C. M. Congreve, Esq., Treasurer. We understand that contracts for the iron for this portion of the road, have been made with houses of the first responsibility in England, through the influence and agency of Messrs. Chas. Congreve & Son, of this city.

Perhaps there is no road that has ever been constructed in the Southern country, that was started under as favorable auspices as marked the inception of this enterprise.

Houston is the focal point in the great State of Texas, from which will radiate a net work of railroads, that will permeate what is destined to be the richest and most productive State in the Union. From Houston, a road is in actual process of construction towards Austin, and work upon it is going vigorously on. It is already completed to Hempstead. The bridge over the Brazos will soon be finished, and there are now 100 hands at work upon the road between Hempstead and Brenham. The Texas Legislature has just passed a bill for the building of an air line road from Brenham to Austin. This road must be commenced within six months, and 20 miles completed within two years. The road from New Orleans to Austin will cross the Eastern Texas Railroad, extending from Sabine Pass in a northerly direction, up through the eastern counties of Texas, to the Southern Pacific Railroad, 20 miles of which are graded, with the prospect of being pushed vigorously on to a final completion. It will also intersect the Houston and Texas Central Railroad at the Brazos river, leading up to Dallas, in the great Wheat Region of the State; crossing on its way thither, the Sabine and Rio Grande, and the Texas Great Western Railroads.

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 12th March, 1860, were as follows:

	Th.8.	F.9.	Sat.10.	M.12.	Tu.12	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101	101½	----	----	101¾	102
STATE STOCKS:—						
Virginia 6s	93	93½	94	95	95	94½
Missouri	80½	80⅝	81	81⅜	82⅜	81⅜
Indiana 5s	----	----	88	88	----	----
Tennessee 6s, 1890	90	90	90½	90	91¼	91
California 7s	89	----	----	89	88	----
Ohio 6s, 1870	106⅛	----	----	----	----	----
RAILROAD SHARES:—						
Chicago and Rock Isl.	63⅜	63⅜	64¼	64⅜	64¼	64⅜
Clev. and Toledo	19⅛	19⅞	20	20⅜	20½	20½
Galena and Chicago	58	58½	59⅛	58⅝	59	59½
Hudson River	39	38	39¼	----	39¼	39
Illinois Central	59	59½	61	61½	62	62
Michigan Central	39	39½	40	40¼	40	39½
M. S. and N. I. guar'd,	17⅛	17¼	18	17½	18	18
M. S. and N. I.	8	8	8⅛	8⅛	8	8⅛
New York Central	71⅛	72¼	74¼	74	73¼	73⅜
New York and Erie	----	----	----	9¼	9¼	9¼
N. York and Harlem	----	----	----	----	9¼	8⅝
N. Y. and H. "pref."	33½	33½	34	34	34½	34
Panama	133½	133½	134	133	133½	133½
Phila. and Reading	41⅜	41½	40½	41⅜	42	42
MISCELLANEOUS:—						
Del. and Hud. C. Co.	94	94⅜	94⅛	95	95	94
Cumberland Coal Co.	16	16	16½	----	----	15⅛
Pennsylvania Coal Co.	81⅜	83	83	83	84	82
Pacific Mail S. S. Co.	93½	94	94	94	93⅜	94
Canton	22	20	20	20	20½	20
Brooklyn Water W's.	----	----	----	----	----	100½

The following are the closing prices in the London Market on the 25th February:

United States 5 p. c. red. '74	92¼	to	..
Illinois Central 6 p. c. red. 1875	76	to	78
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr.L'd red. '60.	86	to	88
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	83	to	85
Do. do. 1869	82	to	84
Do. do. 1st mortgage (sinking fund), 1882	80	to	82
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	65	to	67
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	34	to	36
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	86½
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	March 3.	March 10.	Difference.
Loans	$125,012,700	$127,302,778	+$2,290,072
Specie	23,086,812	21,861,180	—1,225,636
Circulat'n	8,165,026	8,419,633	+ 254,608
Deposits	80,870,172	81,021,948	+ 151,777

The condition of the Banks on Saturday for the past ten weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,734	8,539,063	74,808,855
123,582,414	18,740,866	8,090,548	75,883,763
123,845,931	19,233,494	7,880,865	76,830,581
123,088,626	20,063,739	7,760,761	76,879,826
124,091,982	19,924,301	8,174,450	77,577,694
123,336,629	19,787,567	8,185 109	76,471,055
124,206,031	20,591,189	8,050,001	78,325,240
124,398,239	20,773,896	7,928,595	78,470,977
125,012,700	23,086,812	8,165,026	80,876,172
127,302,778	21,861,180	8,419,633	81,021,948

Clearings for week end'g Feb. 27	$132,370,866
Clearings for week end'g Mar. 3	136,728,742
Clearings for week end'g Mar. 10	142,751,753
Balances for week end'g Mar. 10	7,580,166
Balances for week end'g Feb. 27	7,433,377
Balances for week end'g Mar. 3	7,262,803

The weekly statements of the Philadelphia Banks made up to the 3d and 12th inst., present the following aggregates and comparisons:

	March 12.	March 3.	Difference.
Capital	$11,670,930	$11,669,255	+ $1,665
Loans	25,832,077	25,742,447	+ 89,630
Specie	4,873,419	4,816,052	+ 57,367
Due from b'ks	1,704,589	1,567,656	+136,933
Due to banks	3,209,553	3,133,312	+ 76,241
Deposits	15,205,432	15,192,979	+ 12,461
Circulation	2,782,345	2,697,108	+ 86,237

The Boston bank statement for the week ending 12th March foots up as follows:

	21st Feb.	12th Mar.	Difference.
Capital	$36,581,700	$36,581,700	$.....
Loans & disc.	60,113,800	59,885,196	—228,604
Specie	4,577,000	5,328,610	+751,610
Due fr'm banks	6,549,000	7,390,935	+841,935
Due to banks	7,430,000	7,715,663	+285,663
Deposits	17,598,000	18,393,293	+795,293
Circulation	6,305,500	6,430,643	+125,143

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy, 3-10a		Virginia	¾a1
New England	1-5a	Ill. and Wisc.	2¾a3
New Jersey	1-5a	Michigan	a1
Philadelphia	par	Tennessee	1¼a1½
Baltimore	1-10a	Free Indiana	a2
Interior Penna.	⅝a¾	Louisiana	1 a...
Interior Md.	⅝a¾	Mobile	1 a...
Ohio, Ky., & Ind.	⅞a1	Canada	⅝a¾
S. Car. and Geo.	½a⅝	Missouri	2 a2¼
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	72	76
80 " "	90	95	160 " "	72	77

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	2½
On Baltimore	1-5	On St. Louis	2
On Boston	1-5	On Detroit	1
On Cincinnati	¾	On New Orleans	1
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			3a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$4 80
Spanish Dollars	1 10	Species	1 03
Five-Frc. Pieces	98	Old Am. H'lf Doll.	1 04½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	23
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 87	Sp. Doub.	$16 50
Twenty Francs	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 87	Gold. Am. Old, 6c. prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 84

BOSTON CITY PASSENGER RAILROADS.

Corporations.	Capital stock.	Capital paid in.	Debts.	Net cost of road.	Net cost of equipment.	Assets.	L'th of r. in miles.	L'ngth of double t. in miles.	L'gth of branches in miles.	No. of passengers carried.	Total income.	Expense of working road.	Interest paid.	Net income.	Per ct. of divid'ds.	Am'nt of divid'ds.	Present surplus.
Boston and Chelsea	$140,000	$140,000	None.	$140,000	[1]	None.	2.17	.70	None.	[1]	$2,800[1]	[1]	Noth.	$2,800	4.00[2]	$2,800[2]	
Broadway	60,000	53,600	$6,456	53,403	$34,450	$6,727	2.57	1.20	None.	1,003,285	54 895	$54,681		214	7.69	4,122	$270
Cambridge	300,000	300,000	174,600	481,377	[3]	None.	4.80	3.49	5.97	[3]	27,000	[3]		27,000	9.00	27,000	
Chelsea Beach	80,000	8,000	[4]	[4]													
Dorchester	87,900	87,900	None.	118,150	13 874[5]	2,594	4.77			547,500	8,570	8845		7,687	7.50	5,445	2,458
Dorchester Extension	12,000	12,000	233	12,000	[6]	None.	1.38			[6]	[6]	[6]		[6]			
Malden and Melrose	200,000	200,000	67,227	67,680	211,882	86,709	3.41			2,429,5127	187,5397	125,3587		3 634	3.50	7,000	2,662
Metropolitan	470,000[8]	470,000[8]	102,492	291 840	228,318	31,068	2.65	3.82	6.96	4,893,977	306,443	256,721		3,653	10.00	45,000	86,458
Middlesex	300,000	295,600	28	295,100	[1]	28	3.49	1.92	1.50	[1]	24,1461	5881		23,608	8.00	23,608	9,870
Newton	75,000	26,000	None.	23,442	2,500[9]	3,720	2.87				900[9]	[9]		900	3.00[15]	780[15]	120
Somerville	68,000	68,000	650	69,500	8,370[10]	316	8.85			290,420	8,852	8,536		316			816
Union	160,000	160,000	69,408	[11]	153,840	91,552	[11]			178,109	194,512	180,772		11,323	10.00	16,000	1,161
Waltham and Watertown	20,000	17,200	None.	17,491	2,209[12]	85	2.13			2,491,006[11]	1,500	[12]		1,500			
West Cambridge	15,000	11,850	900	12,250	[13]	None.	1.68			[12]	[13]	[13]		[13]			
West Roxbury	40,400	40,400	None.	40,558	18,179[14]	2,000[14]	2.54			47,068[12]	3,312	641[14]		3,248	8.00	3,232	19
Totals	1,978,300	1,884,550	421,994	1,602,791	663,652	224,748	88.21	11.80	14.43	11,860,877	770,499	627,524	9,734	133,241	7.81[16]	184,987	52,834

NOTES TO ABSTRACT OF BOSTON CITY PASSENGER RAILROADS.

1) Operated under a lease by the Malden and Melrose Railroad Company, who furnish the entire equipment. The local income given is the amount received for rent for six months.

2) Semi-annual on $70,000 of stock.

3) The entire road owned by this company is under lease to the Union Railway Company, who pay as rent therefor nine per cent. per annum on the capital stock of this company, the interest on its debt, and two per cent. per annum on the mortgage debt, as a sinking fund for its payment. The road being equipped, operated, and kept in repair by the Union Railway Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of *Cost of Equipment, Earnings, Expenditures for Working the Road,* and *List of Accidents.*

4) This road has been located, but no part of it constructed.

5) The Dorchester Railway Company was organized under the provisions of Chapter 279 of the Acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Railroad Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858. The road had been leased to Messrs. Gore, Rose & Co., of Boston, who purchased the entire equipment, and have run the cars and line of coaches connected therewith, since June 1, 1858, on their own account, paying a rent equal to eight per cent. per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. The amount given as "Cost of Equipment," is for lands and buildings, and the amount given as "Expense of Working the Road," is for office expenses.

6) This company own no equipment or buildings; the road has been leased to Messrs. Gore, Rose & Co., of Boston, who run the cars on their own account, paying to this corporation a rent equal to eight per cent. per annum on the amount of stock outstanding.

7) Including the Middlesex, and Boston and Chelsea Railroads.

8) This amount includes the capital voted by the Brookline Railroad Company, whose franchise rights and property have been purchased and transferred to the Metropolitan Railroad Company. See Acts 1859, chapter 35.

9) This road is leased, the lessees equipping and operating it. The total and net income given is the amount received for rent for nine months, and the amount given as the cost of equipment is for land and buildings.

10) Cars furnished by the Malden and Melrose Railroad Company.

11) The roads operated by this company are owned by the Cambridge Railroad Company and the Waltham and Watertown Railroad Company; and the number of passengers carried includes those carried over the Cambridge road to Watertown, Brighton, and West Cambridge.

12) This road is leased for the sum of $1,500 per annum to the Union Railway Company, who operate it and own the entire equipment used thereon; the amount given as "Cost of Equipment," is for land and buildings.

13) The company own no equipment, and, (the road being leased,) it is unable to give the items concerning its business; the number of passengers given is the number carried during the period between the 13th of June and the 30th of November.

14) This road is leased to, equipped and run by the Metropolitan Railroad Company; the amount given as "Cost of Equipment," is for land and buildings; and the item given as the "Expense of Working the Road," is for incidental expenses. The assets consist of 20 shares of company's stock.

15) Semi-annual.

16) Rate per annum on $1,773,000 paid capital of dividend-paying companies.

Erie and Pittsburg Railroad.

This road has been opened from Girard to Jamestown, Pa., a distance of about fifty miles.

Railroad Earnings.

The net receipts of the Harlem Company for the month of February are as follows:

February, 1859	$84,229 54
Do. 1860	95,665 97
Increase	$11,436 43

The receipts of the Grand Trunk Railway of Canada, for the week ending February 25, 1860, were | $55,691 48
Corresponding week, 1859 | 42,274 71
Increase | $13,416 77
Total traffic from July 1, 1859 | $1,789,310 56
Do. for same period last y.. | 1,473,869 25
Increase | $315,541 31

The receipts of the Grand Trunk Railway of Canada for the week ending March 3, were | $56,458 58
Week ending March 5, 1859 | 43,703 65
Increase | $12 754 93
Total traffic from July 1st, 1859 | $1,845,769 14
Same period last year | 1,517,572 90
Increase | $328,196 24

The Toledo and Wabash Railroad earnings have been as follows:

February, 1860	$42,063 53
" 1859	39,571 11
Increase	$2,592 42
Earnings since January, 1, 1860	$85,574 71
" same period, 1859	78,567 75
Increase	$7,006 96

The earnings of the Michigan Central Railroad for February, were:

	1860.	1859.
Passengers	$44,377 73	$48,029 76
Freight	58,202 79	49,831 25
Miscellaneous	5,168 34	5,068 34
Total	$107,748 86	$102,959 35

—making an increase of $4,789 51.

The earnings of the Indianapolis and Cincinnati Railroad for February were:

From Passengers	$12,500
" Freight	22,130
" Mail and Express	1,425
Total	$36,055
February, 1859	27,581
Increase	$8,474

The receipts of this road for the past three months have been as follows:

	1858-'9.	1859-'60.
December	$38,975 72	$45,965 00
January	30.384 40	40,915 96
February	27,588 28	36,055 00
Totals	$96,948 40	$122,935 96

The income for these three months was $25,-987 56.

The earnings of the Norwich and Worcester Railroad for February were:

	1860.	1859.
Passengers	$5,870 07	$5.934 74
Freight	14,242 28	13,768 45
Total	$20,112 35	$19,703 19

Gain over 1859, $409 16.

The receipts of the Housatonic Railroad Company for the month of—

February, 1860, were	$17,492 05
" 1859	15,648 12
Increase	$1,843 93

The earnings of the Central Railroad Company of New Jersey for the month of February were:

February, 1860	$76,138 23
" 1859	65,809 06
Increase, 16 per cent.	$10,329 17

The following is a comparative statement of the business of the North Pennsylvania Railroad Company:

Earnings in February, 1860	$26,337 51
Do. do. 1859	23,907 94
Increase	$2,429 57
In first three months of fiscal year	$84,787 23
Same months last year	72,040 00
Increase	$12,747 23

The February earnings of the Macon and Western Road were as follows:

February, 1859	$28,313 84
February, 1860	33,895 48
Increase	$5,581 64

Mobile and New Orleans Railroad.

The citizens of New Orleans are again agitating the subject of the construction of a railroad between these two points; and movements to effect this object have either been commenced or are on the eve of commencement. The New Orleans *Bulletin*, of March 3rd, says:

It is proposed to build the road to a point nearest to Bay St. Louis and Pass Christian, a distance from this city of about 60 miles to the former and 63 to the latter place. To effect this object, and do it in a very short time comparatively, the plan is to purchase the present Mexican Gulf Railroad, right of way, rolling stock and all, re-build or put it in a complete state of repairs, and extend it to the Nine Mile Bayou, a distance of 18 miles from Proctorville, the present terminus of the Mexican Gulf Railroad. This latter road, on which the cars now run regularly, is 27½ miles long. Its present owners are not able to complete it and are willing to sell the whole of it, including the right of way, rolling stock, buildings and materials, together with the lands for the various depots for something like $250,000, and will take say $50,000 of it in the stock of the new company. This road could be put in complete order and be made to pay handsomely for about $50,000. As it is, it pays 8 per cent. By the purchase of this road and its complete renovation, a great step towards a railroad to Mobile would have been taken. Only 18 miles of road would remain to be built to reach Nine Mile Bayou in the vicinity of Cat Island, which is but 15 miles by steam to Bay St. Louis, and about 18 miles to Pass Christian. The road completed to Nine Mile Bayou, persons could reach either the Pass or Bay St. Louis in *three hours!*

At Nine Mile Bayou the water is not less than nine feet, as the United States surveys have proved. All water craft, not drawing more than this, could therefore come to the Nine Mile Bayou Station, and thence could ship their freight via the cars to the city. Water craft that now pay towage and pilotage would escape these onerous charges, and could discharge and send to the city many articles at a less cost, after paying the railroad charges, than they now pay. This would still further augment the receipts of the road.

The iron of the present Mexican Gulf Railroad is malleable and is alone worth $100,000, or nearly half what the whole road can be bought for. It is believed that this purchase can be made and the road extended to Nine Mile Bayou, with steamers to Bay St. Louis and the pass for, say half a million of dollars, or something near that sum, including the cost of the present road.

From the Bay St. Louis to East Pensacola, the distance is about 40 miles; and the land is high and dry, admitting of the constructing of a railroad for about $10,000 per mile. A charter for a road from Pass Christian to Biloxi, we are told has already been obtained; as also a charter for a railroad from East Pensacola to Mobile, which is but 40 miles. There is little doubt that if this end of the road is built to Nine Mile Bayou—27½ miles of which are included in the Mexican Gulf road, built and running—the gap from Bay St. Louis or the Pass to East Pensacola, will be immediately filled up by the people of the lake shore towns, while our neighbors of Alabama, and especially Mobile, who are as much interested in this railroad as we are, will see to it that the 40 miles from East Pensacola are promptly built, so as to be ready to meet us on the lake shore. The commencement of this end of the work will stimulate them to prompt and energetic action, which would of course react favorably upon ourselves.

Steam Engineering in 1859.

(Continued from p. 70.)

In the remarks on Steam Generation, when referring to the evaporative duty of 1 lb. of coal, the temperature of the feed has been unintentionally omitted; and to prevent misconception, and give the said remarks the value due to them, it is only necessary to explain, that in all cases 100° is assumed as the feed temperature, for the reasons that this accords with the general working of condensing engines, and has been adopted by the Admiralty as the temperature of the feed experiments.

Before leaving this subject, it will be well to remember that the utmost saving which can be realized by supplying the boilers with water having a temperature of 212° instead of the usual of 100°, does not exceed 10½ per cent.; many disappointments would be spared if this fact was more generally known and respected.

It may also be explained, that fully admitting an increase of the total heat in steam as it increases in pressure, yet, for the sake of simplicity, all the evaporative statements and comparisons have been made at an assumed atmospheric pressure. In general practice, excluding locomotives, the working pressures on land and sea may be included within 15 lbs. and 45 lbs. per square inch (above the atmosphere), and the additional total heat in steam of 45 lbs. per square inch as compared with that of 10 lbs. is, according to the best authorities, about 7.4°; this is equivalent to a loss of evaporative duty in generating the higher pressure of scarcely ¾ per cent., and this loss will be increased slightly by the increased radiation.

In the case of the locomotive, with say a pressure of 150 lbs. per sq. inch, the total heat is about 33° in excess of that of 15 lbs., making a difference in evaporative duty of scarcely 3 per cent. in favor of the latter. It is quite evident, therefore, in comparing evaporative duties under moderate and usual pressures, it is for general purposes unnecessary to notice the difference arising from the varying total heat in steam of different pressures.

After considering the present state of steam generation as regards evaporative duty and economy, it is necessary before passing from the boiler to the engine, to ascertain in what condition steam is supplied and conveyed from the generator to the cylinder.

In land boilers, where space can easily be obtained, steam capacity sufficient to prevent priming is readily insured; but at sea it is often most difficult in a multitubular boiler to supply steam without an undue amount of water in combination with it.

Among the main causes of priming, are contracted water surface, irregular local evaporation, insufficient steam space, and position of steam exit. The first prevails chiefly in cylindrical tubular boilers; the second more or less in all multitubular boilers; whilst the third and fourth may be found in all kinds of boilers.

Unless positive inconvenience arises, the presence of an undue amount of water with the steam is not readily ascertained. Violent action in the gauge-glass, water in the cylinders, and sometimes loss of vacuum, are almost the only signs of priming; but there can be no doubt, all these symptoms may be wanting, and yet the steam supplied be accompanied with an excess of moisture.

Without superheating the steam (which will be referred to in due course), it is essential in avoiding any unnecessary loss of heat to supply it with the moisture due only to its pressure and sensible temperature.

Unfortunately, there is no reliable information on which to determine the amount of heating surface required in the steam space; but it must be evident it should be more or less, according to capacity, area of water surface, and all those other conditions determining the priming or non-priming qualities of a boiler.

The supply of pure steam is a great desideratum, though seldom obtained; little or no anxiety is expressed on the subject, except in extreme cases, when the palpable inconveniences before referred to compel the engineer to supply a remedy.

And now a word respecting the transit of the steam from the boiler to the engine.

On land, as a general rule, there is a considerable length of steam piping between the boiler and the engine; frequently this piping is unclothed, and even when clothed the condensation therein is considerable.

In a Cornish mine, steam power was required under such circumstances, that an unusually long steam pipe was necessary; this pipe was unclothed. The day arrived for setting the engine to work, but it was found impossible to supply sufficient steam to drive the engine alone. The boiler was of the usual description and size for the power; and the failure could not at first be accounted for, but on disconnecting the steam pipe from the engine, it was found that the condensation of the steam in transit was sufficient to abstract ¾ of the heat in the steam; as a remedy, the steam pipe was enclosed in a flue, kept at a temperature equal to the sensible temperature of the steam; the result was in every way satisfactory, there being a pressure of 40 lbs. in the boiler and 37 lbs. in the cylinder.

This is an extreme case; but the bulk of factory engines lose a large per centage of their power by similar condensation, which mere felt and canvass or wood will reduce, but not prevent. In marine engines, with thin copper piping (generally placed under the hatchway, supplying the cold air to the boiler furnaces), the temperature of the felt and canvass covering indicates plainly the combat going on between 250° inside, and 70° outside. The result is an addition to that condensation, the presence of which every engineer must deplore; and the cylinders are supplied with steam of a different and less valuable character than that generated.

One reason why this, to a great extent useless, condensation exists, is ignorance of its exact amount, and often also of its effect in the cylinder, to which we shall refer anon. What would be said of the engineer who supplied his furnace with a constant stream of cold water, or who arranged a shower-bath on the top of the boiler? and yet to produce the effect of such arrangement is the daily orthodox practice of the steam engineer. He readily recognizes the difficulty of absorbing the latent heat, and producing a cubic inch of water from steam in the condenser; whilst, at the same time he is often practically indifferent to the formation of water in the steam-pipe.

Time and experience will undoubtedly show the importance of conserving to the utmost the heat of the steam in transit from the boiler to the engine; and where circumstances require an exposure of the steam-pipe, it will be found that, to avoid a loss more than due to condensation *per se*, it is necessary, by some means, to preserve the working steam at its full temperature and pressure, and arrange that whatever loss of heat and condensation are unavoidable should take place apart from the working steam, in maintaining its temperature and pressure.

Are engineers and users of steam power alive to the importance of supplying steam engines with

uncondensed elastic steam? We think not, or so many unclothed steam pipes and cylinders would not be found in use, the former frequently inclined towards the cylinders, so that all the water resulting from condensation is obliged to pass through the engine to the condenser.

Since steam was first employed as a motive power, there has been a constant yearning among engineers for a simple engine, having few moving parts, and those comparatively frictionless; hence the various schemes for rotary, oscillating, and other simple engines; and we have the result of these efforts in the almost perfect specimens of mechanism now produced by our first engineers of the present day.

If a knowledge of, and attention to the science of steam power had kept pace with the progress and improvement in the mechanism of producing and applying the same, steam engineering in 1859 would not be in such a defective state, nor would there be such a serious difference between the actual and possible results.

All steam engines may be divided into two classes—beam or lever, and direct-acting; and in every kind of steam engine there are two distinctive arrangements affecting the duty realized: the first is the conveyance, use, and disposal of the steam; and, secondly, the mechanism by which the steam pressure is transmitted to the resistance to be overcome.

The pressure and power of the steam being entirely dependent upon its temperature, it follows that the first point to be insured is the preservation of this temperature.

Boiler supplies Cylinder with a certain amount of steam, containing so many units of heat available for power; what does Cylinder get out of this steam? Why, in the first place the reception is most chilling, steam parting with much of its heat in warming Cylinder. Generous Boiler makes good the deficiency, until the door is closed, say at ¼ of the stroke, when, ¼ only of Cylinder being warmed, the remaining ¾ robs the expanding steam, now cut off from Boiler, of a further amount of heat. Cylinder having now got all it can out of steam No. 1, opens the back door, and begs it to make itself scarce, and walk into the condenser, so as not to impede the entrance from boiler of steam No. 2, on the other side of the piston. Directly the water accompanying the exit steam breathes a vacuous atmosphere it begins to evaporate, robbing Cylinder of nearly the whole of its ill gotten heat, derived from steam No. 1; and, not satisfied with this, insists on injection converting it, for the *second* time, into water. These unfriendly acts prevent steam No. 2 from deriving the advantage it had a right to expect from heat supplied to Cylinder by steam No. 1.—*Nolens volens*, steam No. 2 has to re-warm Cylinder, receive the extra supply during admission from boiler until the door closes, and then continues the heat-losing process until, like No. 1, it arrives at the end of the stroke in a most reduced condition, and, as the back door opens, rushes, with its companion water, into the condenser, to give further trouble to injection and pumps. After working thus for some time, Cylinder stops, and Boiler begs leave to have the accounts looked into. Such a reasonable request cannot be refused; but after considerable discussion, no balance can be made. Boiler says to Cylinder "I supplied you with 1,000 cubic feet of steam, which, if rightly employed, should give a duty according to the heat therein, whereas the duty realized is not equivalent to an expenditure of 700 cubic feet; what have you done with the missing 300 ft.?" Cylinder then confesses, with tears (condensed steam), that somehow or other it had borrowed a little heat from steam No. 1 to warm itself, and, at the end of the first stroke, felt quite comfortable, and was in a position to return steam No. 2 the borrowed heat; but directly the back door was opened, the water left with steam, as the result of the heat abstracted by the Cylinder evaporated, and took in to the condenser nearly all the heat that the Cylinder had borrowed from the steam.

After this confession, Boiler proposes one remedy, and Cylinder another; the former said to Cylinder, "I have more heat in my flues than I require(awkward confession), and will give such an extra supply to the steam I furnish you with, that after you have appropriated as much as you require to keep yourself hot, there will be sufficient left to prevent any condensation.

This remedy was tried, and the result was that on all occasions no difficulty was experienced in making a balance. It is but fair, however, to state that Cylinder (this time without tears and with a dry skin) was overheard to remark, that, "since Boiler's remedy had been in force, it was too much of a good thing," and "he had now more heat than he wanted," and "that he couldn't stand it long without losing flesh."

Cylinder's remedy was to keep itself supplied with, and constantly wear a hot jacket, sufficient to keep him at a constant temperature, and prevent stomach condensation, and after trying this plan, Cylinder seemed quite comfortable, and soon saved the cost of the hot jacket.

The above, omitting the remedies, fairly represents the state of affairs in all condensing engines, and is another straw, and rather a large one, on the camel's back.

Water boils in a pure vacuum at a temperature little in excess of that of the atmosphere of an engine room—so that whatever condensation takes place on the admission of the steam to the cylinder, the water resulting therefrom, is invariably of such a temperature, as to be converted into vapor when brought into communication with the condenser; thus this steam is twice generated and twice condensed.

Nor is this diseased condition confined to condensing engines, but exists to a considerable extent even in the locomotive, except when the cylinders are maintained at a temperature equal to that of the working steam by being placed in the smoke-box or flue.

In a Paper read before the Members of the Institution of Mechanical Engineers, by Mr. D. K. Clark, in 1852, it was shown that in engines with outside cylinders, the condensation therein amounted to 20 per cent. of the total steam used, when it was cut off at one-third, or expanded twice. The greater the expansion the greater the per centage of condensation.

In all cases with clothed or unclothed cylinders, when circumstances have admitted of a comparison between the amount of water evaporated and steam used, a considerable loss by condensation in the cylinder and steam pipes has been detected, in some cases to an extent of 40 per cent.

Again, it has been found that 1 lb. of coal expended in heating the cylinder is equivalent in effect to 5 lbs. of coal burnt in the furnace of the boiler.

Again, the amount of heat required to keep the cylinder at the temperature of the working steam, has never been found to exceed 10 per cent. of the total heat expended, and in many cases has been less than 5 per cent., whilst with an expansion of four or five times, the jacket expenditure of 5 per cent. realizes an increased duty of not less than 25 per cent.

Again, the injection and air-pumps can be reduced fully one-fourth, when means are adopted to prevent condensation in the cylinders.

It may be added, also, that the evil effects of water in the cylinders at starting are never experienced, when the cylinders are properly heated.

Watt patented the heated jacket in 1769, and in 1859, not one per cent. of the engines in use, have any arrangements for maintaining the temperature of the working steam, engineers being practically indifferent to the waste such neglect occasions.

Can one heated cylinder be found in her Majesty's steamships of war? if not, will the great men who supply our marine engines to the steam navy, condescend to inform the engineering public why, with their extensive connection and influence, they are, in 1859, so silent on this important subject? will they not have compassion on us, and prove that they are right in ignoring the maintenance of heat in working steam?

Will the designers of the machinery of the *Great Eastern* explain why a trifle of £2,000 or £3,000 was not expended in ascertaining the truth or fallacy of the alleged economy of such a simple improvement as heating the cylinders?

The remarks on expansion, &c., must be left to the next number.

(To be continued.)

Holly's Patent Rotary Steam Engines.

In our notice of the performance of these Engines at Chicago, in our last issue, we mentioned that Boston also had two. We now learn that a third has recently been added from the same manufactory. The following description of the machine, and notice of the trial, is from the Boston *Journal* of 8th inst.

The engine is a rotary machine, built on the same principle as the Eclipse, but about 2,500 lbs. lighter, weighing, according to the certificate of the City Weigher at the scales at Haymarket Square, 6,266 lbs., when filled with water and loaded with fuel, ready for immediate action, and when without fuel and water, 5,600 lbs. It is set upon four wheels of a new pattern, built entirely of iron, but light and substantial.

The principal improvement in this engine is in the boiler, which is vertical, with vertical water pipes passing directly through the fire. These pipes are closed at the bottom and open at the top, where they pass through a water-tight plate, and communicate with the water in the boiler which rises to a level. The arrangement of the tubes causes a constant current, the water rising on the outside of the outer tube as it is heated, and its place being supplied by a current flowing downward through the tube from the boiler. The smoke and flame pass among the tubes, up through the flues. It now seems to be the general opinion that steam can be generated more rapidly in vertical tubes, than by any other plan yet tried.

At the trial to-day, in 5 minutes 50 seconds from the moment of lighting the fire, 15 lbs. of steam was indicated, and water was played through an inch nozzle. During the trial, the engine played streams of various sizes, and all of which were played well and powerfully. A single stream from a 1½ inch nozzle was played 218 feet horizontally; a single 1¼ inch stream, 235 feet horizontally; a 1⅛ single, and two 1 inch streams were played at about the same distance, and it was generally conceded a little further, but no actual measurement was made.

The performance of the engine appeared to be in the highest degree satisfactory, and the machine, which is very neat and compact, was pronounced a great improvement over the "Eclipse" and "Boston," from the same manufactory, both of which are now owned by and in the service of the city.

Railroad Iron Wanted.

WANTED 10 miles (of track) of Railroad Bars, 35 to 45 lbs. per yard, which has been used and will be sold cheap. Apply to MYRES ANDERSON,
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To MACHINISTS, CAR BUILDERS, ETC.

THE subscriber is prepared to treat with parties desirous of obtaining contracts for manufacturing the LaMothe Patent Iron Railroad Cars.
E. W. SARGENT,
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New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
WILLIAMS & PAGE,
3m52 44 Water st., Boston.

WINDOW, PICTURE AND CAR
GLASS.
F. HOPKINS & BROTHER,
IMPORTERS,
193 Pearl St., NEW YORK.

FOR RENT,
AT
Rochester, Beaver Co., Penn.

THE SPACIOUS ESTABLISHMENT heretofore occupied by Messrs. KIRK & RHODES, for the building of **RAILROAD CARS.**

This Establishment is now offered *on lease*, for MANUFACTURING PURPOSES. It is admirably adapted to the construction of RAILROAD OR CITY CARS, STEAM ENGINES, AGRICULTURAL IMPLEMENTS, carriages, omnibuses, cabinet ware, bedsteads, chairs, buckets, barrels, kegs, etc.—or for *Planing machines*, the manufacture of doors, window sash, window blinds, etc., or for the manufacture of *stoves*, and all other *foundry products*; and particularly for *malleable Iron*, in all its forms.

This location cannot be surpassed, as will be perceived by reference to the MAPS of Ohio, Pennsylvania, and the Railroads of the West—having the *facilities* of the OHIO River, with the descending navigation of the Monongahela and Yohiogany from the South, the Alleghany and the Beaver from the North—the terminus of three canals, viz. from Erie, from Cleveland, and from Portsmouth—also 24 *Regular Trains, daily, of Railroad Cars*, connecting with *all the Roads of the West.*

The buildings and appurtenances here offered, occupy a block, 238 feet by 230, or 54,740 superficial feet, facing the OHIO River on one side, and the *Railroad Stations* and *Tracks*, on two other sides. The steamboat landing, canal boat landing, railroad stations, ticket offices, telegraph offices, etc., all within 100 yards of the premises.

The principal building, main wing, smith shops, engine house, kiln-dry, foundry, etc., are all *built of stone*. The principal building is three stories high, front 238 feet, main wing 203 feet, paint shop 175 feet, two foundries 50 by 80 feet, (and two cupolas), smith shops, engine house, etc., all in the hollow square.

A 60 horse Steam Engine communicates *power* to various parts of the establishment, and eight-inch cast iron pipes conduct *spare steam to warm the whole.*

The premises are now ready for occupancy.

ROCHESTER, or "BEAVER CITY," is now the *nucleus* and *centre* of extensive manufacturing, mining and commercial operations, and will soon become *a city* of note,—showing a large and dense population. It is now the natural, and acknowledged *Railroad centre*, steamboat landing, and canal boat terminus, *for ten neighboring villages*, like ten wards of a city—all in sight, within three miles of a common *centre*, and having a population of fifteen to twenty thousand—more than twenty churches, fifty stores, schools, mills, and manufacturing establishments. For particulars, address

M. T. C. GOULD,
Rochester, Beaver Co., Pa.

RADLEY & HUNTER'S
IMPROVED
SPARK ARRESTER.

RADLEY & HUNTER'S CELEBRATED NEW INVENTION is now offered to the public as a **Perfect Spark Arrester**, which possesses the advantage over ALL OTHERS of being of the **most simple construction,** and much more **durable** than any ever used. The manufacturer invites an examination of this Arrester by the Railroad public, confident that it will meet with **universal approbation.**

The undersigned hereby gives public notice that he is the **sole manufacturer** of the above article under the Radley & Hunter Patent, of whom alone they can be purchased in the United States.

EDWIN R. BENNET,
Office 82 Duane St., New York.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, **prove** this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The *Scientific American* and *Manufacturer's Journal*, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ⅛ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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Established 1831.
WAREHOUSE—209 SOUTH THIRD STREET,
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IRON AND COAL COMPANY,
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BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25. 30. 36. 40. 45. 50. 60. 62.** and **75** lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President,
Scranton, Pa.
or **DAVID S. DODGE,** Treasurer,
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HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, { NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

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MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

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RAILS OF SUPERIOR QUALITY,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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Far superior to the ordinary kind.
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500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime**, and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels**, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

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THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine**, and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings. For sale upon favorable terms by addressing.

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HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

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THE **Cheapest** and most **DURABLE ROOFING** IN USE.
Sent to any part of the country with *directions for application.*

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SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE,
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WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

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James H. Grant,
Civil Engineer, Christiana, Rutherford Co., Tenn.

Theodore D. Judah,
Chief Engineer, and Commissioner of
San Francisco and Sacramento Railroad, and of
San Francisco and Sacramento Northern Extension Railroad,
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Mining Eng'r and Surveyor, Eagle River, Lake Superior.

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Civil Engineer, Franklin Institute, Philadelphia.

Mills, John B., Civil Engineer,
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Osborne, Richard B.,
Civil Engineer, Office 73 South 4th st., Philadelphia.

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RAILROAD IRON
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EQUIPMENT, SUPPLIES
AND
FURNISHINGS
FOR CONSTRUCTION OR MAINTENANCE OF
RAILWAYS,
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STOCKS and BONDS
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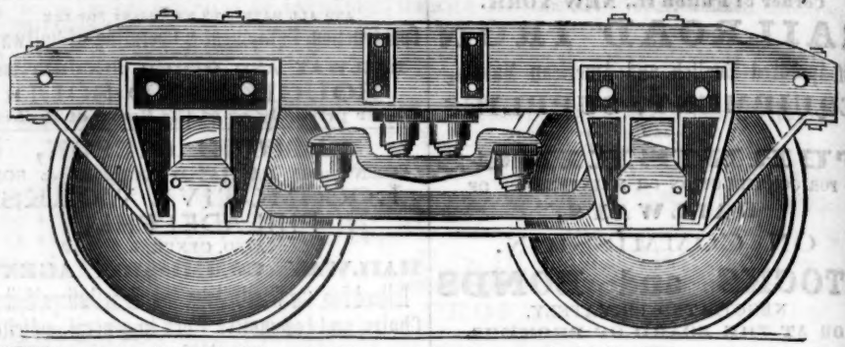

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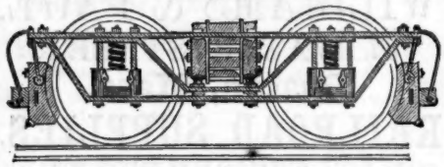

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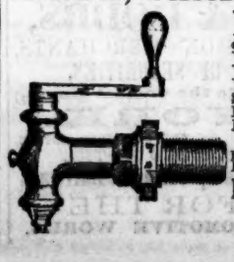

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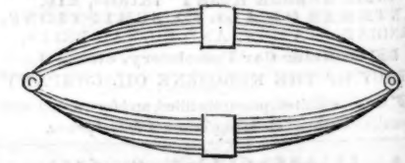

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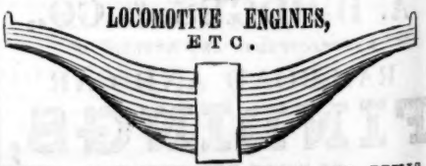

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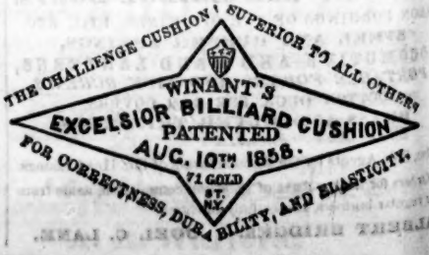
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